

CHECK EXHAUST CORROSION

We imagine this car has been kept in a nice dry garage, but nevertheless it's worth giving the exhaust system a visual check. After all there's a lot of heat generated, especially in a shortish exhaust system like this one, which combined with water and road salt can wreak havoc. Check the mountings are okay.



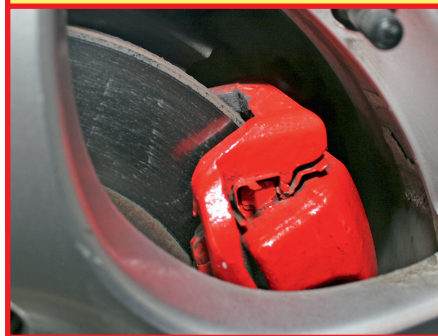
CHECK CLUTCH HYDRAULICS & OTHER PIPEWORK

While you're under the car, give the rest of the pipework a visual check. Look for corrosion, leaks, dents, splits etc. Seek expert advice if any important pipes, like fuel or braking, appear damaged. Pay special attention to things like the PAS and cooling system hoses.



CHECK BRAKE DISCS & PADS

Being something of a 'short' service, we left the wheels in place and looked through the big, handy gaps between the spokes to check the state of the discs and pads, both front and back. If the pads need to be renewed, the calipers are held in place by two 14mm bolts, and undoing the bottom one will allow the caliper to swing up from the disc to work on.



CHECK WHEEL BEARINGS/ ALIGNMENT

We gave each wheel a good wiggle and weren't surprised, with the low mileage of the car, that we couldn't find any play. Still, best to check at every service. Check the wheel nuts for tightness. Toyota recommends checking the front and rear wheels for alignment. If you don't have the specialised kit for this, get your local dealer to do it.



CHECK SPRINGS

Give the road springs a good visual once over, especially the ends to make sure they're still correctly seated. Look for corrosion or any signs of damage. Do the same with the shock absorbers, looking for signs of damage or leaks. Once the car is back on the ground, give each corner a 'bounce' check – it should go straight back to the starting point, and shouldn't bounce up and down.



CHECK TYRE TREAD DEPTH & PRESSURES

We checked the tyres with a depth gauge, and gave them a careful inspection for drying out and splitting. This can sometimes be a problem on low-mileage cars that spend a lot of time garaged. Pressures are 32psi (2.2bar) all round. Check the spare wheel, which sits in a neat little cover under the bonnet in its own little compartment.



CHECK BODYWORK

The bodywork on this car all looked pretty good. As our pic shows, the front apron has suffered a little bit from graunching. Unless you have shares in a bodyshop, it's probably worth getting to know how much clearance you've got when parking nose-in at the kerbside!



CHECK WIPERS

Checking the wipers is one of those boring and seemingly unimportant jobs which manufacturers put on service job lists – but on the other hand, you want everything working well, even if this is a weekend-only car which doesn't go out in the rain very often. The blades on our car were in good condition, so we left well alone.



INSIDE

CHECK STEERING COLUMN COUPLINGS

This has to be done from inside the car, by reaching under the dash. Grab hold of the steering column and check for play. If you find any, investigate. Causes of play could be worn bushes or the column itself. Also check the wheel itself turns and isn't unduly stiff. While working around this area, replace the charcoal filter, which should be done every 30,000 miles.

